THE WASTE CRISIS IN THE GREATER TORONTO AREA

A Provincial Strategy for Action

Ontario
Environment
Environnement

Ontario
Office for the Greater Toronto Area
Bureau de la region du grand Toronto

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PREFACE

This paper outlines a series of actions to be undertaken by the Government of Ontario to resolve the waste crisis in the Greater Toronto Area (GTA). These actions fall into three categories:

- Actions to accelerate and intensify "3Rs" waste reduction and diversion programs in the Greater Toronto Area so that the need for disposal capacity for residual wastes is decreased significantly;

- Actions to increase residual waste disposal capacity in the Greater Toronto Area through an accelerated search for and selection of long-term landfill sites consistent with the principles of environmental assessment; and

- Emergency actions to close the "disposal gap" or expected shortfall in waste disposal capacity between the time that existing GTA landfill sites are slated to close (starting in 1992) and the opening of the long-term landfill sites.

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INTRODUCTION

Much Has Happened, Much Remains To Be Done

Ontario is a world leader in the conserver approach to waste management. Enormous strides have been made to divert the huge amount of municipal solid waste we generate from disposal to productive uses through the 3Rs of waste management - reduction, reuse and recycling. These achievements are testimony to the level of partnership and commitment to action by municipal and provincial governments, by industry, labour, environmental and community groups, as well as by individuals.

Nevertheless, much more remains to be done in a very short timeframe to ensure that the provincial targets of at least 25 per cent waste diversion from disposal by 1992 and at least 50 per cent by the year 2000 are to be achieved.

The need to speed up waste reduction efforts in the province was addressed by the Minister of the Environment on February 21, 1991 with the announcement of a series of regulatory, financial and policy initiatives comprising *Ontario's Waste Reduction Action Plan*. To oversee implementation of the plan and other waste reduction initiatives province-wide, the Waste Reduction Office was created within the Ministry of the Environment.

However, even when the provincial waste reduction targets are actually achieved, there will still be a substantial amount of "residual waste" requiring disposal. Residual wastes are the materials left over after we have fully reduced, reused and recycled. Environmentally-secure disposal is the only responsible option for managing these wastes. Yet, the amount of available disposal capacity in Ontario is rapidly diminishing. Many municipalities will experience a "waste crisis" by the mid-1990s. Some have already reached that critical stage.

The Waste Crisis in the Greater Toronto Area

Nowhere in the province are the dimensions of the waste crisis as obvious and as challenging as in the Greater Toronto Area.

The Greater Toronto Area (GTA) is a highly integrated metropolis which includes the Municipality of Metropolitan Toronto and the Regional Municipalities of Peel, York, Durham and Halton. Within these five "upper-tier" municipalities, there are 30 "lower-tier" municipalities. The population of the GTA is 3.9 million.

Though the GTA accounts for less than one per cent of Ontario's land area, it has a disproportionate environmental and economic impact on the rest of the province. It contains 44 per cent of Ontario's total population, provides about 40 per cent of Ontario's total economic output, and about 45 per cent of the province's employment base.

With the 4.7 million tonnes of solid waste it produces every year, the GTA also accounts for nearly half of Ontario's total waste stream. Person-for-person, this level of waste generation is one of the highest in the world and it puts an enormous strain on the GTA's disposal capacity. Even with an effective waste reduction program, the need to dispose of residual wastes in the GTA will likely increase, as population is expected to grow to 6 million by the year 2021.

The problems surrounding waste management in the Greater Toronto Area have already reached a critical stage. Important waste reduction initiatives undertaken by GTA municipalities such as increased tipping fees at landfills, comprehensive residential blue box programs, home composting, central composting, bans on recyclable material going to disposal, and an extensive public education program, have helped substantially to reduce the demand for residual waste disposal, but not enough to appreciably extend the life of the GTA's three available landfills: Britannia Road (Peel Region), Keele Valley (York Region) and Brock West (Durham Region).

THE GREATER TORONTO AREA

As of January 1, 1991, the GTA had only 9.4 million tonnes of remaining residual waste disposal capacity. With the exception of Halton Region, which has an approved landfill scheduled to begin operation in 1992, waste disposal capacity in the rest of the GTA will start to expire in spring 1992 and will be completely exhausted by mid-1994.

EXISTING LANDFILL SITES	WASTE ACCEPTED Million Tonnes Per Year	REMAINING CAPACITY in Million Tonnes	SCHEDULED CLOSURE
Britannia Road	0.6	0.7	Spring 1992
Brock West	0.5	0.5	Spring 1992
Keele Valley	2.7	8.2	Summer 1994

The Disposal "Gap"

The first priority is the reduction of waste. Nevertheless, when the GTA reaches the provincially-mandated waste diversion targets (at least 25 per cent by 1992 and at least 50 per cent by the year 2000), large quantities of residual waste will still need to be disposed. The search for new landfill sites has begun. But a waste disposal "gap" will occur when existing capacity expires before new capacity is in place.

The size of the gap (the excess of residual waste demand over capacity), will depend upon the success of waste reduction and how soon new landfill sites can be put into operation. It is expected that new sites can be found, approved and opened some time in 1995: at least 2.5 years after the Britannia Road site reaches capacity and 9 months after the Keele Valley site reaches capacity. However, the time required for appropriate environmental assessments may extend this date.

In Search of a Solution

The problem of disposal capacity in the GTA was not entirely unforseen.

In Ontario, municipal governments are responsible for developing and operating environmentally-secure waste management facilities that keep pace with residential, commercial and industrial expansion. Municipalities use their waste management master plans and supporting documents as the tools for implementating landfills and other waste management system components. The plans are then submitted for approval under the Province's environmental assessment process. Such planning, including public consultation and the siting of disposal facilities, were undertaken by the upper-tier GTA municipalities during the 1980s. Thus far, however, only Halton Region has received approval for its plan and a 2.0 million-tonne landfill site to accept only waste generated from within the Region.

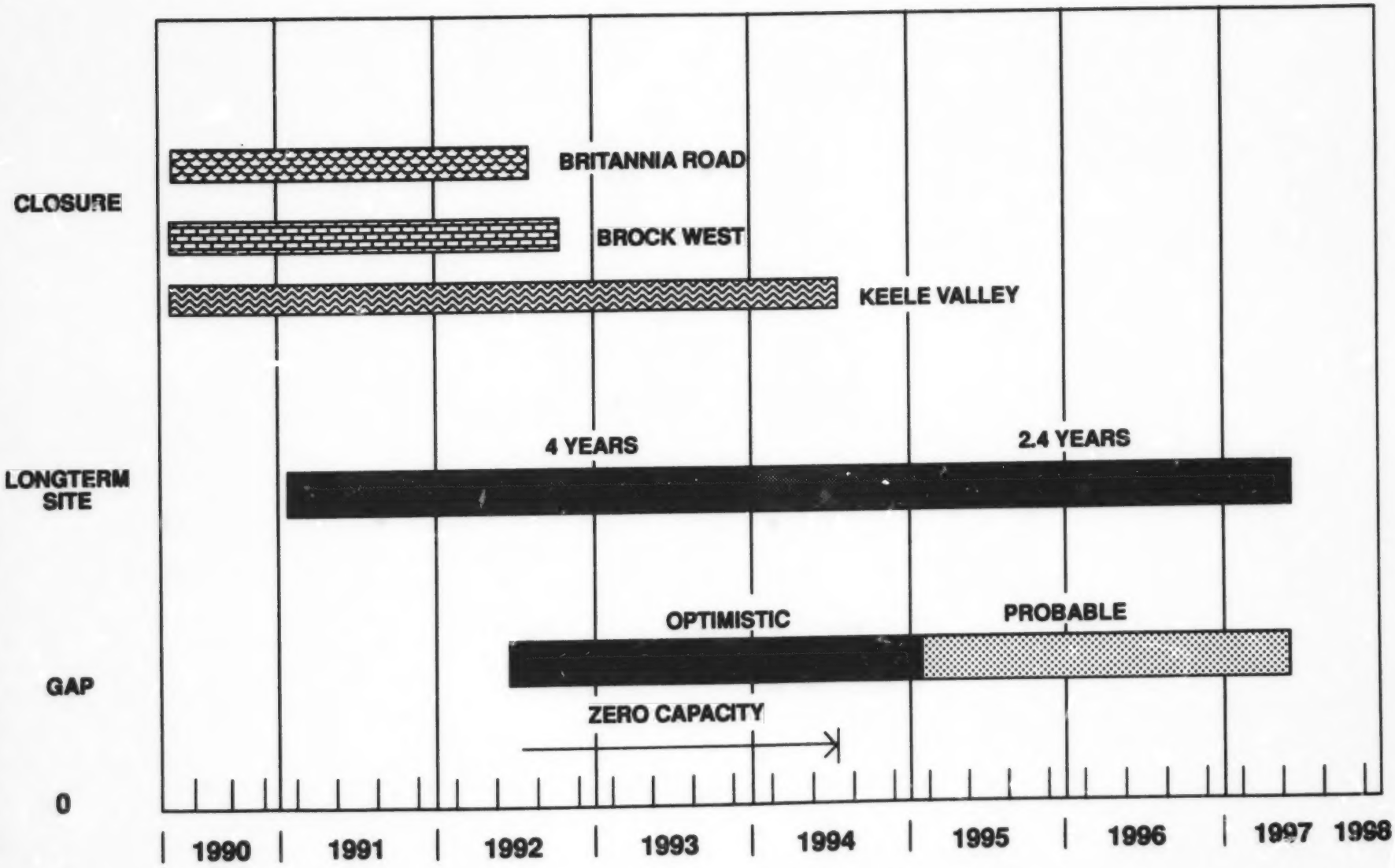
In March 1989, the Solid Waste Interim Steering Committee (SWISC) was formed when the Province brought together the five GTA regions to prepare a collaborative strategy for developing a solid waste management system.

SWISC was comprised of the Chairpersons of the Regional Municipalities and Metropolitan Toronto, and the Chairpersons of the respective Works Committees, as well as the Deputy Ministers of the Environment and the Office for the Greater Toronto Area.

SWISC was working to have long-term waste management facilities in place by 1996. In the short term, it identified two emergency landfill sites - in Whitevale (Durham Region) and Brampton (Peel Region) - to cover the shortfall in landfill capacity that was expected to occur between 1992 and 1996. These sites were granted exemptions from approvals under the *Environmental Assessment Act* by the previous government in July 1990.

On November 21, 1990, the Minister of the Enviroment in the current government announced a comprehensive waste management strategy for the province and the GTA, which

THE DISPOSAL GAP



included three initiatives:

- Emphasis on waste reduction and reuse over recycling in the hierarchy of the 3Rs of waste management;

- Changes to the *Environmental Assessment Act* process to keep it environmentally sensitive, while making it timely and cost-effective; and

- Establishment of a new public sector authority to search for, select and start-up long-term landfill sites in the GTA consistent with the fundamental principles of the *Environmental Assessment Act*.

In addition, the Minister suspended exemptions to the *Environmental Assessment Act* which had been granted by the previous government to new short-term landfill sites in Whitevale and Brampton. The exemptions would have placed the sites in a faster approvals process under the *Environmental Protection Act*, but still not fast enough to avert the disposal gap.

The Minister also recognized SWISC's contribution, but indicated that the process designed by the previous government to solve the GTA waste crisis was not working fast enough. This announcement, in effect, concluded SWISC's formal site search activity and it became an advisory body to the Ministry on the role and mandate of the new public sector authority.

The public sector authority to search for new disposal capacity in the GTA was subsequently incorporated under the *Business Corporations Act* as the "Interim Waste Authority Ltd." With the creation of the Interim Waste Authority, under the jurisdiction of the Office of the Greater Toronto Area, the Solid Waste Interim Steering Committee was dissolved.

On April 2, 1991, the Minister Responsible for the Office for the Greater Toronto Area announced that the search for long-term waste disposal sites by the Interim Waste Authority would not include sites outside the GTA. Three landfill sites will be selected by the Authority: (a) a site in Durham Region servicing Durham's residual waste disposal needs; (b) a site in Peel Region servicing Peel's residual waste disposal needs; and (c) a site in Metropolitan Toronto or York Region to serve the residual waste disposal needs of these two upper-tier municipalities.

Providing Leadership

The Government of Ontario's program to deal with the waste crisis in the GTA is based on the principles of the conserver approach to waste management and includes the following:

- Actions to accelerate and intensify "3Rs" waste reduction and diversion programs in the Greater Toronto Area so that the need for disposal capacity for residual wastes is decreased significantly;

- Actions to increase residual waste disposal capacity in the Greater Toronto Area through an accelerated search for and selection of long-term landfill sites consistent with the fundamental principles of environmental assessment; and

- Emergency actions to close the "disposal gap" or expected shortfall in waste disposal capacity between the time that existing GTA landfill sites are slated to close (starting in 1992) and the opening of the long-term landfill sites.

ACCELERATION OF WASTE REDUCTION AND DIVERSION PROGRAMS

Objective

To accelerate and intensify "3Rs" waste reduction and diversion programs in the Greater Toronto Area so that the need for disposal capacity for residual wastes is decreased significantly.

Responsibility

Initiatives to accelerate waste reduction in the GTA, as described below, will be undertaken co-operatively by the upper-tier GTA municipalities and the Ministry of the Environment through its Waste Reduction Office. The Waste Reduction Office will provide the lead provincial role.

The Waste Reduction Office was established in February 1991 to co-ordinate the province-wide implementation of Ontario's Waste Reduction Action Plan and the development of other initiatives which will achieve the Province's waste reduction targets. Many of the initiatives in the GTA to be undertaken by the Waste Reduction Office will have important province-wide implications. The Office's key responsibilities in relation to GTA waste diversion and reduction efforts will be to co-ordinate the development and implementation of GTA action plans, to undertake the educational programs needed to achieve the successful implementation of the plans and to ensure that the programs, techniques and technologies employed are of the best and highest quality.

Guiding Principles

- *Partnership*: The development of an accelerated 3Rs program for the GTA will be a joint public and private sector and community effort involving the Province, the

upper-tier municipalities of the GTA, industries, community groups and broad cross-section of other stakeholder groups. The program will address workplace, household and institutional waste management needs and practices.

- *Environmental Integrity*: The siting and design of specific 3Rs facilities will be subject to a stringent but streamlined environmental approvals process.

- *Financial Stability*: Following consultation with the Province, the upper-tier municipalities will implement an accounting and pricing regime that will ensure that all users of waste management services will be charged in accordance with the long-term and ongoing technological, environmental and social costs of all aspects of waste management.

- *Technical Excellence*: The Waste Reduction Office will encourage and support such research and development as is required to monitor and evaluate the techniques, technologies and facilities established in conjunction with the GTA accelerated waste reduction and diversion program in order to ensure that they are of the highest quality.

- *Economic Benefits:* Implementation of the GTA's accelerated waste reduction and diversion program will entail substantial public and private sector investments. The Province of Ontario is committed to working in partnership with municipal governments and the private sector to maximize the economic benefits that flow from such expenditures. In particular, it will encourage and support the development and implementation of 3Rs techniques and technologies likely to find markets thoughout Ontario, across Canada and abroad.

- *Model Programs*: The accelerated 3Rs program developed for the GTA will meet or exceed provincial waste reduction targets, will be consistent with Ontario's Waste Reduction Action Plan and will provide a model for the implementation of waste

reduction and diversion programs across Ontario.

- *Accountability*: Accountability to the environment and to future generations will be the hallmark of the accelerated 3Rs program developed for the GTA. Product stewardship will form the keystone of the GTA, as it will throughout Ontario.

- *Conserver Society Values*: The Province of Ontario is committed to ensuring that the waste management practices that evolve as a result of public and private sector and community efforts in the GTA will move us toward a conserver society as reflected in our homes, workplaces, institutions and places of play.

Actions

1. *Authority and Responsibility*: Legislation will be introduced in fall 1991 that will give authority and responsibility for 3Rs activities to the upper-tier GTA municipalities with the option of delegating specific powers to their respective lower-tier municipalities. Some of the activities which may be covered under the legislation include: planning, financing, designing, siting and constructing 3Rs facilities such as composting plants and materials recovery facilities (MRFs); requiring source separation of designated recyclable materials; establishing special collection systems for designated recyclable materials; and specifying the 3Rs treatment/disposal facilities to which waste generators may send waste. Implementation of 3Rs facilities will be expedited through amendments to the approvals process.

2. *Advisory Committee*: The Waste Reduction Office will co-ordinate the establishment and work of an inter-regional waste reduction advisory committee. The work of the committee will provide the Minister of the Environment with the best information available on the ways and means of best implementing an accelerated 3Rs program for the GTA. As well, the committee will assist in the development and promotion of the

program. It will include representatives of Metropolitan Toronto and the Regional Municipalities of the GTA (municipal waste reduction staff and works committee chairs), community and environmental groups, labour unions, educators, private sector recyclers, composters and waste generators.

3. *GTA Waste Reduction Action Plan*: In co-operation with the inter-regional waste advisory committee, the Waste Reduction Office will co-ordinate the preparation of a comprehensive Greater Toronto Area waste reduction action plan that will encompass both public and private sector initiatives.

4. *Regional Waste Reduction Action Plans*: Metropolitan Toronto and each Regional Municipality will be required to submit its own waste reduction action plan based on the requirements provided by the Ministry of the Environment. These plans will be submitted on specified dates for review and approval by the Ministry.

5. *Funding Arrangements*: The Province will begin discussion with the GTA Regional Municipalities and Metropolitan Toronto on the funding of 3Rs capital expenditures and implementation of a comprehensive GTA waste reduction action plan (*Action Item 3 above*).

6. *Facility Approvals*: The Ministry of the Environment will undertake legislative and policy initiatives which will facilitate approval of 3Rs facilities such as composting plants and materials recovery facilities.

7. *Evaluation*: The Waste Reduction Office will monitor and evaluate the waste reduction programs, facilities, technologies and techniques established in the GTA for applicability to other communities in Ontario.

8. *Contingency*: The Waste Reduction Office may initiate experimental and/or

contingency programs to complement the 3Rs activities of the GTA Regional Municipalities and Metropolitan Toronto.

IN SEARCH OF LONG-TERM LANDFILL SITES

Objective

To increase residual waste disposal capacity in the Greater Toronto Area through an accelerated search for and selection of long-term landfill sites consistent with the principles of environmental assessment.

Responsibility

The Interim Waste Authority Ltd. has been established and incorporated under the *Business Corporations Act* with the mandate to:

- Find three landfill sites, one within each of the following site search areas: (a) the Regional Municipality of Durham to service its disposal needs; (b) the Regional Municipality of Peel to service its disposal needs; and (c) the Regional Municipality of York and the Municipality of Metropolitan Toronto to service their disposal needs; and

- Obtain environmental and other approvals for the sites, acquire the sites, construct and appropriately licence the sites.

Responsibility for managing and operating the sites will be determined through future discussions between the Province and upper-tier municipalities of the GTA. Hence, the "interim" nature of the current provincial authority.

Guiding Principles

- *Environmental Integrity*: It must be demonstrated that the sites were selected and established in accordance with the fundamental principles of the *Environmental*

Assessment Act and with prudent regard for the importance of protecting the health and environment of citizens.

- *Local Responsibility*: Residual waste must be disposed of as close to the source of waste generation as possible. Long-term waste disposal facilities will be developed within three service areas of the GTA: Durham Region, Peel Region, and York Region and Metropolitan Toronto to satisfy their respective disposal needs. Each site, however, will be allowed to accept waste from other GTA Regions should there, for one reason or another, be difficulties with one particular site. Halton Region has an approved landfill under construction which will meet its disposal needs.

- *Compatibility with Conserver Principles*: The size and type of disposal facilities should not have a negative impact on waste reduction activities. Incineration, because it requires a large volume and constant flow of waste to justify the capital and operating costs, is not an acceptable option under the conserver approach to waste management. Thus, on April 11, 1991, the Minister of the Environment announced a new government policy that there would be no future solid municipal waste incinerators in Ontario.

- *Financial Sustainability*: All costs incurred by the Province in the selection, acquisition, construction and commissioning of sites will be recovered from future tipping fees when the sites are open.

- *Public Involvement*: The site selection process will respect government policy requiring effective, open, and meaningful public participation in the site selection process.

Actions

1. Three firms leading inter-disciplinary teams of consultants have been hired by the Interim Waste Authority Ltd. to begin the search for three landfill sites and to design and implement a public consultation program.

2. Assessment Design Documents (ADDs) for each of the three site search areas, will be prepared and released by the Interim Waste Authority for public consultation. The three documents will describe the proposed approach, purpose, search area, criteria to be used in selecting sites, alternatives to be considered, and a discussion on issues such as compensation and participant funding.

3. Legislation will be introduced in fall 1991 regarding the Interim Waste Authority and its site search activities and approvals process.

CLOSING THE "DISPOSAL GAP"

Objective

To close the "disposal gap" or expected shortfall in residual waste disposal capacity between the time that the existing GTA landfill sites are slated to close (starting in 1992) and the opening of the long-term landfill sites.

Responsibility

Public health and environmental security would be put at risk if a disposal gap were to actually take place in the GTA. The result would be a massive amount of garbage accumulating on public and private properties. Such a situation would not be tolerated by the affected communities. Though the "disposal gap" is expected to begin in spring 1992, and while every effort will be made to help extend current disposal capacity through an intensified 3Rs program, the lead time for the design and start-up of short-term disposal options necessitate almost immediate application of the emergency power provided under Section 29 of the *Environmental Protection Act* to the Minister of the Environment.

Section 29 of the *Environmental Protection Act* provides the Minister of the Environment with the power to order a municipality to "forthwith do every possible act and thing in its power" to ensure that waste be "collected or a waste management system or any part thereof be established, maintained, operated, improved, extended, enlarged, altered, repaired or replaced." This power is only used in exceptional circumstances where the Minister believes that it is in the public interest to provide emergency disposal capacity.

Guiding Principles

- *Stringent Application of the 3Rs*: Every effort will be made to limit the amount of waste through an accelerated 3Rs program, and thus extend current landfill capacity.

- *Local Responsibility*: Residual waste should be disposed of as close to the source of generation as possible.

- *Environmental Integrity*: Emergency disposal facilities will be designed with optimal environmental security measures.

- *Public Involvement*: The design, development and monitoring of emergency disposal capacity will involve local affected communities.

Evaluation of Options

In arriving at a strategy for dealing with the disposal gap, the following options were considered:

1. *Stretching the capacity of existing sites:* Waste deposited at landfills is compacted so that as much as possible can be put into a given space. It is regularly covered with soil to prevent problems such as odour and vermin. The question is whether technology exists which can reduce the volumes still further so that even more waste can be deposited in the same space as currently approved.

   The Ministry of the Environment examined the following options for stretching the capacity of the three existing GTA landfill sites:

- *Shredding*: *the shearing or milling of solid waste into small pieces.*

  Shredding is not currently practiced in Ontario. Its reported advantages are that it increases in-place waste density, reduces daily cover requirements, and is said to reduce debris, odour and vermin problems and generally improves site appearance.

- *Baling: high-density compaction of solid waste into dense rectangular bales.*

There are no known baling operations for landfill in Canada. The reported advantages are similar to those for shredding.

The drawbacks to both shredding and baling include the very high capital and operating costs involved, particularly when considered in terms of the remaining lifespan of the sites, unavailability of space for the related equipment and facilities, the high frequency of equipment breakdown and the limitations of the technology (not everything can be shredded or baled) which necessitates separate handling of some material. In addition, traditional compaction methods apparently achieve comparable in-place densities, but without the slowdown in the rate of decomposition which can result from shredding and baling operations. Potential space savings from shredding and baling are therefore considered to be minimal.

- *Landfill Mining: the excavation of previously buried waste to reclaim recyclables and organic soil for cover, freeing up capacity for new waste disposal.*

This is a new concept which has not been attempted in Canada and only to a limited extent in the United States. It appears to work well in warmer climates where decomposition occurs quickly. Costs can be offset by savings in cover requirements, but the technique carries the potential of explosions, noise, odour and other impacts, and exposes workers to hazards. It is not considered a feasible method for a short-term extension of the existing GTA landfill sites.

- *Synthetic Daily Cover: using foam instead of soil to cover garbage.*

A synthetic landfill cover has a much lower volume than conventional ground cover. Therefore, the site fills up less quickly. However, the material used is a urea-formaldehyde-based foam. Not enough is known about its toxicity, its impact on

leachate quality (leachate is the liquid formed when rain and snow infiltrate the site and mix with the waste), and its off-site environmental impacts. The foam presents practical problems as well. It washes off during rainstorms; when dry it can be blown away by high winds. In cold weather it requires warm water to activate it. The foam does not discourage birds, rodents and vermin.

Overall, the above technologies are not considered feasible solutions to the disposal gap problem in the GTA.

o *Surcharging: placing extra cover material or waste in a site without going beyond the planned contours but in such a ways as to accelerate settlement.*

Landfills naturally settle over time as wastes consolidate, collapse or decompose. The accelerated settlement achieved through surcharging permits the addition of waste beyond normal site capacity without changing the planned height or contour of the site. Metropolitan Toronto and Peel Region are successfully utilizing the surcharging of cover material at the three existing landfill sites to increase site settlement rates where possible. While a complementary option to overbuilding (see below), the surcharging option will not result in sufficient emergency disposal capacity.

2. *Moving the waste to other existing landfill sites within the GTA*: There are eight other landfill sites within the GTA, but their capacities are so small that their use would make virtually no difference to the disposal gap situation. Moreover, it does not make sense to disseminate GTA waste to a number of small sites, filling them up and causing capacity problems in those areas.

3. *Establishing temporary landfill sites within the GTA:* The Whitevale and Brampton sites had been chosen to provide interim landfill capacity for the GTA pending the establishment of new long-term capacity. It was the decision of the previous government to exempt these sites from the review and hearing process laid down in

the *Environmental Assessment Act*, a process which landfill sites are required to undergo.

This government, as demonstrated by the suspension of the two exemptions, is not prepared to permit new interim sites to be developed without going through a full environmental assessment process. The time required for the process would preclude the establishment of short-term sites to avoid the disposal gap.

4. *Transporting wastes to sites outside of the GTA*: This option for the long-term management of wastes is not acceptable. For the short-term management of wastes during the disposal gap, it is also not viable because of the large volumes involved. It will also simply result in a redistribution of waste, thereby transferring the waste crisis to communities outside of the GTA. However, transportation of wastes may be considered a feasible option in the event the GTA is only a few weeks or months away from having new landfill sites in operation.

5. *"Lifts" at the existing sites*: A lift, as it is commonly known, generally increases the height of a landfill beyond that originally proposed. Substantial new disposal capacity can be achieved in this manner.

   Lifts are considered to be technically and environmentally feasible for the Keele Valley and the Britannia Road landfills. On the other hand, the Brock West landfill is not considered to be a suitable candidate for a lift. It is older than the other two sites and not as well engineered. Its clay liner is experimental. A lift at Brock West could cause the liner/leachate system, and possibly the gas collection system, to fail.

Actions

1. *Lifts*: Metropolitan Toronto and the Regional Municipality of Peel will be directed to

increase the heights of the Britannia Road and Keele Valley landfill sites beginning in 1992 and 1994, respectively.

LIFT	LANDFILL SITE	TIMING
A	Britannia Road	Spring 1992
B	Keele Valley	Summer 1994

2. *Transfer Station:* A transfer station will need to be built to facilitate transport of wastes to the Keele Valley landfill from Durham Region. (The Keele Valley landfill is currently approved to serve Durham Region.)

3. *Environmental Impact*: The upper-tier GTA municipalities will be required to undertake additional, detailed studies to ensure that the lifts can be undertaken in a manner which meets the criterion of environmental integrity.

4. *Public Involvement*: Public liaison committees, representing communities adjacent to the Keele Valley and Britannia Road landfill sites, will be invited to participate in the development of engineering studies and implementation of the lifts.

5. *Legislation*: Legislation will be introduced to enable the lifts to be implemented.

6. *Funding Arrangements*: As part of the discussion process proposed in actions to accelerate the implementation of 3Rs programs in the GTA, the Province will establish an agreement with the upper-tier GTA municipalities with respect to funding the costs of closing the disposal gap.

A SHARED COMMITMENT

The initiatives contained in this provincial strategy to resolve the waste crisis in the Greater Toronto Area are far-reaching in scope. They also reflect the difficult challenges which face the provincial government and its municipal partners in dealing with the waste crisis not only in the GTA, but throughout Ontario. However, with a new shared commitment to moving Ontario forward towards a conserver society, where the goals of economic well-being exist in a natural harmony with the environment, these challenges will be overcome.

If you have comments on the provincial strategy to resolve the GTA waste crisis please write to:

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Additional copies of *The Waste Crisis in the Greater Toronto Area: A Provincial Strategy for Action* may be obtained by contacting:

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